

**MINUTES OF A REGULAR MEETING OF
THE TORRANCE TRAFFIC COMMISSION**

1. CALL TO ORDER

The Torrance Traffic Commission convened in a regular meeting at 7:03 p.m. on Monday, June 4, 2012 in the West Annex meeting room at Torrance City Hall.

2. SALUTE TO THE FLAG

Chairperson Rudolph led the Pledge of Allegiance.

3. ROLL CALL

Present: Commissioners Sargent, Siani, Tsao,
Walter, and Chairperson Rudolph.

Absent: None.

Also Present: Engineering Manager Semaan, Associate Engineer Kamimura,
Police Sergeant Koenig, Engineering Manager Bilezerian, and
Traffic and Lighting Supervisor Hall.

4. AFFIDAVIT OF POSTING

MOTION: Commissioner Siani moved to accept and file the report of the City Clerk on the posting of the agenda for this meeting. Commissioner Tsao seconded the motion; a voice vote reflected unanimous approval.

5. APPROVAL OF MINUTES

5a. MINUTES OF MARCH 5, 2012

Commissioner Sargent offered the following correction: page 4, paragraph 7: "Commissioner Sargent requested that staff come back with an analysis for a no left-turn sign at Sepulveda Boulevard and Gramercy Avenue, a "Keep Clear" zone...."

MOTION: Commissioner Sargent moved for the approval of the March 5, 2012 Commission meeting minutes as amended. Commissioner Siani seconded the motion; a voice vote reflected unanimous approval.

5b. MINUTES OF MAY 7, 2012

MOTION: Commissioner Walter moved for the approval of the May 7, 2012 Commission meeting minutes as presented. Commissioner Sargent seconded the motion; a voice vote reflected unanimous approval.

6. ORAL COMMUNICATIONS #1

Steve Kitsios, 4751 Bulova Street, requested installation of No Outlet signs at the intersections of Halison Street and Anza Avenue as well as Narrot Street and Anza Avenue. He distributed copies showing an example of a No Outlet sign.

Engineering Manager Semaan advised that staff would review his request.

7. ITEMS UNDER CONSIDERATION

Chairperson Rudolph explained the policies and procedures of the Traffic Commission, including the right to appeal decisions to City Council.

7a. CIRCULATION CONCERNS ALONG GRAMERCY AVENUE BETWEEN SEPULVEDA BOULEVARD AND ARLINGTON AVENUE

Left-Turn Restriction Options for Consideration at Gramercy Avenue and Sepulveda Boulevard; and **Crosswalk and KEEP CLEAR on Arlington Avenue at Gramercy Avenue**

Associate Engineer Kamimura provided background on the item continued from the March 5, 2012 Commission meeting. He presented four exhibits in the material of record for Commissioners to consider for left-turn restrictions at Gramercy Avenue and Sepulveda Boulevard as well as a no build option where conditions would remain the same. He provided a breakdown of pros and cons of the options and their associated costs. He advised that staff would develop the service request for the installation of the crosswalk on the east leg of Gramercy Avenue at Arlington Avenue as well as the KEEP CLEAR on Arlington Avenue at Gramercy Avenue, as requested by the Commission at the March 5 meeting.

Responding to Commissioner Sargent's inquiry, he stated that the berm in Exhibit 1 would be six inches high, painted with yellow cross striping, with a non-berm section in the middle.

Engineering Manager Semaan added that, because the Exhibit 1 scenario is an island, trash tends to collect in the middle and would require additional maintenance. He explained that the "pork chop" depicted in Exhibit 1 is to maintain left-turn ingress and egress for the north leg of Gramercy Avenue.

Commissioner Siani received clarification from staff that all pavement markings would be yellow and that raised pavement markers can be driven over.

At 7:25 p.m., Chairperson Rudolph welcomed public comments.

Tom Kelesides, Gramercy Avenue, voiced support for the linear berm as illustrated in Exhibit 2.

John Browning, Gramercy Avenue, stated that Exhibit 2 would prevent more accidents and is the best option even if it creates some inconvenience for residents.

Frank Scarfo, Middlebrook Road, also expressed his support for Exhibit 2.

Teresa Browning, Gramercy Avenue, expressed concern that Exhibit 1 would allow drivers to cut through the berm areas and turn onto Gramercy Avenue. She stated that Exhibit 3 would not stop drivers from turning and concluded that Exhibit 2 is the best option.

Referring to Exhibit 1, Engineering Manager Semaan stated that the berm would have drainage and that it would be nearly impossible for drivers to cut through the berm areas to turn left.

Steve Aguilera, Gramercy Avenue, voiced his support for Exhibit 2. He expressed concern that drivers would turn and go down the alley and suggested installing a No Left Turn sign at the alley.

At Chairperson Rudolph's request, Associate Engineer Kamimura explained the traffic volume data collected on January 18, 2012 in Attachment D, noting that pages 5 and 6 show the cumulative total of both northbound and southbound directions.

At 7:43 p.m., Chairperson Rudolph closed the public hearing.

Chairperson Rudolph suggested extending the berm to the alley but Engineering Manager Semaan pointed out that it would shrink the opening for the dedicated left-turn pocket.

Commissioner Sargent voiced his support for Exhibit 2. He stated that there is no problem with the alley now and that it is premature to try to solve a problem that does not and may never exist.

Commissioners Tsao, Siani, and Walter also expressed support for Exhibit 2.

Responding to Chairperson Rudolph's request for input, Sergeant Koenig stated that Exhibit 2 seems to be the safest option.

Commissioner Siani suggested painting a berm section at the alley but Engineering Manager Semaan questioned its effectiveness, adding that installation of speed humps is not recommended.

MOTION: Commissioner Sargent moved to direct staff to implement Exhibit 2—a painted berm on the south side of the installation and restrictive pavement markings. Commissioner Walter seconded the motion; a voice vote reflected unanimous approval.

Commissioner Sargent thanked staff for providing the clarity of the exhibits.

The Commission was in recess from 8:02 to 8:10 p.m.

7b. TRAFFIC COMMISSION WORK PLAN – SIXTH PRIORITY: SEPULVEDA CORRIDOR TRAFFIC ANALYSIS

Engineering Manager Semaan provided background on the 2010 Torrance General Plan in Attachment A, 13 signalized intersections along Sepulveda Boulevard in Table 1, and Congestion Management Program reports to Metro. He described level of service (LOS) analysis for the 2008 Citywide Traffic Study in Attachment C and Near-

Term and Long-Range Improvements in Attachment D, adding that the analysis was conducted utilizing Intersection Capacity Utilization and Highway Capacity Method.

He discussed improvements that have been made since the Commission identified Sepulveda Corridor as its sixth Work Plan priority. He reported that coordinated timing along Sepulveda Boulevard was implemented in January 2012 and has four different timing patterns, each programmed for a specific time period. He stated that improvements have been implemented at the intersections of Sepulveda Boulevard at Hawthorne Boulevard and Anza Avenue as part of the Sepulveda Street Rehabilitation Project. Referring to Western Avenue and Sepulveda Boulevard, he stated that Caltrans has recommended improvements that may be eligible for future Measure R funding.

Responding to Commissioner Sargent's inquiry, Engineering Manager Bilezerian explained that the City's signal system is currently unable to communicate with controllers of Caltrans and City of Los Angeles. He stated that they are in the early stages of developing communication for coordination but that it may take several years to accomplish. He noted that a significant problem is signal pre-emption that impacts timing and coordination and requires several cycles to get back to full coordination.

In response to Commissioner Siani's inquiry, Engineering Manager Bilezerian stated that all signal operations on Western Avenue, with the exception of Artesia Boulevard, are controlled by other jurisdictions, with sections north and south of Sepulveda Boulevard controlled by City of Los Angeles.

Chairperson Rudolph questioned the lack of foresight when different agencies implemented their controllers and Engineering Manager Bilezerian explained some of the restrictions and politics involved. He stated that it was a matter of getting different agencies to talk to one another and to decide if controllers could communicate with each other without creating liability and negative impact.

Engineering Manager Semaan discussed near-term and long-range improvements identified in the Circulation and Infrastructure Element and explained right of way issues and physical limitations that need to be addressed before moving forward.

Chairperson Rudolph raised the possibility of implementing protected permissive left turn (PPLT) phasing and Engineering Manager Semaan responded that funding was available for an analysis of operations in the east-west direction of Sepulveda Boulevard at its intersections with Arlington Avenue, Cabrillo Avenue, and Hickory Avenue.

Engineering Manager Semaan stated that staff has identified some issues with the signals at Del Amo Circle East and Madison Street and will be working to make adjustments so they function more as one major intersection instead of two.

Responding to Commissioner Siani's inquiry, he stated that the LOS has improved at Anza Avenue and Sepulveda Boulevard but that they have not undergone the extra expense to reanalyze the current LOS.

Commissioner Sargent stated that he would like to focus on intersections with the poorest LOS and to be kept abreast of the negotiations with other agencies to coordinate controllers.

Engineering Manager Bilezerian stated that he is on a committee that is trying to identify if Measure R funds can be used to improve synchronization efforts. He offered to provide quarterly updates to the Commission.

Engineering Manager Semaan stated that the intersections with the worst LOS were identified on Sepulveda Boulevard at Anza Avenue, Hawthorne Boulevard, and Western Avenue. He noted that improvements have been made at Anza Avenue, but that there are right-of-way needs that they are incapable of acquiring at Hawthorne Boulevard and Western Avenue.

7c. QUARTERLY TRAFFIC COMMISSION SUMMARY OF REQUESTS

Engineering Manager Semaan presented the Quarterly Traffic Commission Summary of Requests encompassing the period of June 2011 to May 31, 2012.

8. ORAL COMMUNICATIONS #2

8a. Commissioner Siani expressed her appreciation for new street name signs on Teri Avenue.

8b. Engineering Manager Semaan was pleased to announce that construction will begin later this month for improvements at Skypark Drive and Hawthorne Boulevard.

8c. There was a consensus of Commissioners to go dark in July and adjourn to August 6, 2012.

9. ADJOURNMENT

MOTION: At 9:12 p.m., Commissioner Walter moved to adjourn the meeting to August 6, 2012 at 7:00 p.m. in the West Annex meeting room, Torrance City Hall. Commissioner Tsao seconded the motion and, hearing no objection, Chairperson Rudolph so ordered.

Approved as Submitted August 6, 2012 s/ Sue Herbers, City Clerk
